(r) Repairable - an unserviceable item that can be repaired and restored to a serviceable condition.

(s) Replace - the replacement of items that are determined to be beyond economical repair (IAW FAR 43).

(t) Scheduled Maintenance - that maintenance which is deemed necessary to be accomplished at prescribed intervals.

(u) Service Bulletin (SB) - a document issued to all customers recommending an inspection and possible repair to the engine. SBs can carry a recommended time compliance by the manufacturer.

(v) Serviceable - capable of meeting the requirement and performing the function for which designed or modified, and meets all test requirements established by the work specification.

(w) Unscheduled Maintenance – all maintenance that is not recognized as scheduled by FAR. Unscheduled Maintenance may result from error by the Contractor's performance of scheduled maintenance, for which the Contractor will be responsible for repair and cost; and the Unscheduled Maintenance may result from misuse by the FAA operator, incurrence of FOD or Acts of God (which are not repairable by the on-site FAA maintenance staff) which is FAA's responsibility, and the costs shall be incurred IAW the established CLIN pricing arrangement agreed upon in the contract. This may include unscheduled overhaul, HSI, MPI, CZI, etc. that requires engine or major module removal and repair at an authorized engine repair facility.

(x) AMS - FAA Acquisition Management System

(y) PHASE IN –The period (from the contract effective date thru beginning date of the period of performance) used for staffing field offices and implementing those operating procedures under the contract. The successful contractor will start accepting new work on first day of the period of performance.

(z) PHASE OUT--The Contractor completion of all work in progress and related services performed in support of this contract (includes delivery to the FAA). Additionally, not later than 30 days prior to the end of the performance period (including option periods or extensions), the FAA may request phase out administration to conduct closeout or transition for orderly change over to follow-on maintenance support. Change over may occur as a result of expiration of the annual period expiration, or contract completion. The contractor shall be required to assist in the phase-in activities as tasked by the FAA.

(ai) TAY Initial Maintenance: The first full overhaul of each of the two TAY engines.

C.2 STATEMENT OF WORK

The Federal Aviation Administration Flight Program office maintains FAA-owned GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 Engines. The P/H engines are maintained based on actual engine hours flown during each calendar month. This support includes Hot Section Inspections (HSI), overhaul (OH), Major Periodic Inspection (MPI), Compressor Zone Inspection (CZI) (including test cell run), Unscheduled Engine Maintenance, and implementation of recommended Service Bulletins (SBs), Airworthiness Directives (ADs), engine accessories, life-limited parts, contractor furnished loaned engines, and applicable shipping, as required, to maintain airworthiness of Federal Aviation Administration (FAA) flight inspection aircraft. Preventative maintenance of P/H engines will be performed by FAA personnel or by third party contractors.

ENGINE	AIRFRAME	# AIRCRAFT Engines IN FLEET	Number of AIRCRAFT	NUMBER OF FAA-OWNED SPARES	EST. ANNUAL FLIGHT Hours Per Aircraft
CF 34-3A1	Challenger- 601	6	3	0	800
CF 34-3B	Challenger-604	2	1	0	800
TAY 611-8	Gulfstream IV	2	1	0	720
Table C.1.2		10	5	0	2,320

C.2.1 ENGINE STATUS

The FAA owned engines GE engines cited in C.2 are covered under the P/H program and are currently in-service on the FAA flight inspection aircraft identified in the matrix. The TAY 611 engines currently are not under power by the hour and will be placed under power by the hour only after return to service after the Initial Maintenance Overhaul has been completed. Most of these engines shall be inducted into the power-by-the-hour maintenance program with an accumulated time in service. Attachment #1, Appendix A, details the status per engine as of the date cited on the report, for bidding purposes. The FAA COTR will provide the contractor with an updated summary report of Appendix A each month for information purposes only. The data in this report shall be used by the contractor to determine the billable flight hours for the P/H invoices.

C.2.2 CONTRACTOR QUALIFICATIONS

(a) All work (scheduled and unscheduled) performed under this requirement shall be performed by Federal Aviation Administration (FAA) approved repair station certificate holders that, at a minimum, hold the following ratings or limited ratings: Power plant Class 3 or Limited Rating for GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 Engines.

(b) Under those ratings listed above, the repair station certificate holder shall possess and maintain operations specification certification that authorizes the contractor to perform the following functions:

(1) Overhaul and internal repair of the GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 Engines.

(2) Overhaul and repair of GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 basic engine accessories.

(3) Specialized services for all Non-Destructive Inspection required by GE and Rolls Royce for the overhaul, repair of the GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 engines.

(c) The repair facility may subcontract other functions not authorized by their operations specification certification to include:

(1) Repair and coating of internal engine components such as the vane ring, ducts and liners.

(2) Repair and overhaul of other engine accessories not identified above. Should a vendor who is not a certificated repair station perform these subcontract functions, the repair facility must have a documented system in place to determine the airworthiness of the article by either inspection or test.

(d) Prior to award of a contract, the FAA may audit the repair facility, at their facility, to ensure these quality standards are available. The repair facility shall be subject to routine periodic audits throughout the term of the contract to ensure these quality standards are maintained and adhered to.

(e) The contractor shall comply with FAR, the FAA General Maintenance Manual, the manufacturers' specifications, recommendations, and repair instructions.

(f) Engine maintenance shall be performed at one location for each engine type except for the subcontracted functions cited in subparagraph (c) above.

C.2.3 PHASE IN/PHASE OUT

The maintenance services will require phase in performance not to exceed 30 calendar days prior to the beginning date of the performance period. This contractor shall perform management and administration of resources (personnel and materials) necessary to perform maintenance upon receipt of the engine. Additionally, at the end of the performance period (at least 30 days prior), the contractor may be asked to perform management and administrative tasks necessary to phase-out the contract performance. **The FAA requirement for this effort is defined as "Not separately priced" but shall be included in the established "Power by the Hour" price(s).**

C.2.6 SCHEDULED MAINTENANCE

The repair facility shall perform all scheduled maintenance (except for preventative maintenance) which may require HSI, overhaul of engines and accessories to comply with FAR and requirements described in this PWS. The FAA owned engines GE engines cited in C.2 are covered under the P/H program and are currently in-service on the FAA flight inspection aircraft identified in the matrix. The TAY 611 engines currently are not under power by the hour and will be placed under power by the hour only after return to service after the Initial Maintenance Overhaul has been completed. The FAA COTR will provide the contractor designated representative for FAA GE & Rolls Royce Engine Maintenance with an updated summary report of Appendix A - Engine Status Report, by the 5th day of each month (for information purposes only). The projected scheduled maintenance is identified in the SIR Appendix A - Engine Status Report which identifies the Engine Serial numbers, status and assigned location. The GE & Rolls Royce engines may be inducted into scheduled maintenance as prescribed by FAR at intervals of hours incurred by engine flight. Scheduled repairs require compliance with all recommended Service Bulletins. The data in this report shall be used by the contractor to calculate the billable flight hours for the P/H invoices on a monthly basis at the price specified for each year ordered by the FAA. All scheduled repairs shall incorporate the applicable engine and accessory Recommended Service Bulletins in accordance with Federal Aviation Regulation (FAR).

C.2.6.1 To ensure agreement between the contractor and the FAA concerning responsibilities for maintenance costs, the designated contractor representative shall coordinate procedures with the COTR in writing for all maintenance inducted. Upon receipt of the engine core:

- An initial inspection shall be conducted.
- The Contractor shall notify the COTR of the maintenance that will be conducted in accordance with the PWS description, estimated costs incurred for maintenance, and schedule for completion.
- The notification shall include any maintenance which the contractor determines to be outside normal
- FAR scheduled PH maintenance.
- The Contractor shall identify the services that are not covered under the P/H program in writing. The FAA representative may review and/or inspect the damage and will authorize performance in writing as unscheduled maintenance; or provide for disposition instructions for the equipment, accessory or component part.
- Monthly invoicing for scheduled maintenance shall be submitted to the FAA IAW the FAA status report and the established Power by the Hour (PH) Fixed Rate for GE & Rolls Royce Engines.

C.2.6.2 Optional Service Bulletins shall be coordinated with the FAA prior to initiating repair. The Contractor must submit to the FAA designated COTR, a summary of additional labor, parts and cost estimate resulting from the Optional Service Bulletin. Only the Contracting Officer (CO) or designated Contracting Officer's Technical Representative (COTR) shall approve incorporation of an optional service bulletin prior to implementation of the optional service bulletin. The FAA reserves the right to approve or disapprove the incorporation of the optional Service Bulletin, and negotiations are applicable. The request and approval shall be in writing from the CO or COTR, and funding shall be available and obligated for the applicable Material Contract Line Item Number. All parts will be invoiced via the designated Material Contract Line Item Number.

C.2.6.3 FAA requires replacement of any engine entering into the third interval ("on condition") when cost to purchase is more economical than the cost to complete scheduled maintenance. The new GE & Rolls Royce engine shall replace the old engine as Government Property to be placed in service with the FAA. When the contractor replaces the inducted engine with a new GE & Rolls Royce Engine, the contractor shall identify the serial number of the engine, and exchange of Government Property (old engine and core offset cost with new engine cost) as supplemental documentation attached to the monthly invoice. The Contractor shall provide this supplemental documentation to track the engine acquisition cost of the new engine, identify cost to overhaul the old engine, and related serviceable engine accessories, and core parts that may be installed in the new engine. Monthly invoicing shall be submitted to the FAA with the FAA status report for Power by the Hour (PH) GE & Rolls Royce Engines which incorporate all performance for the FAA Maintenance program. The FAA requirement for this effort shall be included in the established "Power by the Hour" price(s).

or exceeded. If any aspect of the vendor's proposal is found to be insufficient, the technical proposal will be determined to be unacceptable. The Technical Proposal must meet the following criteria:

M.3.1 TECHNICAL FACTOR 1– Evidence of the Repair Station with rating(s) and operation specification demonstrating certification for GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 engine maintenance.

Vendor shall identify the facility, and provide a copy of its Air Agency Certificate showing that the facility being proposed for the work to be done under this requirement currently has the appropriate ratings GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 engine maintenance. The Repair Station Certificate must be current and include the Operations Specifications for doing GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 aircraft engine work as required by this SIR and its Statement of Work.

M.3.2 TECHNICAL FACTOR 2 – Demonstration of compliance with FAR Part 145, AVN Maintenance Manual TI 4100.24, Chapter III.17, and Technical Qualifications for the Repair Facility and Subcontractor if proposed, and a valid FAA repair Station Certificate issued under FAR Part 145.

a. The offeror must provide for the facility being proposed a copy of its FAA Repair Station Certificate issued under Part 145 of the FAR, along with its Operations Specifications demonstrating the appropriate ratings for the work to be performed; or provide an Operating Certificate and Operations Specifications issued under Part 121 of the FAR; or identify itself as the manufacturer of the items to be serviced and demonstrate the process for attaching a maintenance record to each item prepared in accordance with Part 43 of the FAR.

b. Technical Qualifications for the offerors Repair Facility (and/or Subcontractor) must demonstrate the ability to comply with FAR part 145.

c. The offeror must demonstrate the ability to comply with TI 4100.24, Chapter III.17. The offeror should include data on all FCRs performed by the FAA.

d. If work is to be subcontracted and the subcontractor is not a certificated repair station, the offeror must describe the documented system in place at the repair facility to determine the airworthiness of the article by inspection or test.

e. These documents must exhibit, and the FAA must be able to verify, that the repair facility(s) is(are) current in the qualifications cited in their Technical Proposals as of the SIR closing date for the offeror to be considered for award. Each offeror must meet the criteria specified in TI4100.24, Chapter III.17.

M.3.3 TECHNICAL FACTOR 3 – Provide references for three (3) prior requirements/contracts within the past 3 years of similar complexity requiring Aircraft engine maintenance, overhaul, and return to service of GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 engine maintenance. or similar type engines.

Offerors must provide with the technical proposal for the facility being proposed, examples of three (3) prior requirements/contracts within the past 3 years of similar complexity of work requiring Aircraft engine overhaul and return to service of GE CF-34-3A1, CF-34-3B and Rolls Royce TAY 611-8 engines 135, and 41 or similar type engines with coordination, reporting and tracking responsibilities. For purposes of the past performance evaluation, the references must include:

- Contract Number and Customer Name
- Service Rendered and Dollar Value
- Contract Specialist or Program Manager Name and Title
- Phone and email to be utilized in the past performance evaluation

Appendix XI Engine Status 1N7 17 200

Tay Engine Overhaul

	Date	ACTT	ACTL	Eng 1	Eng 2	Average Flight Hours
Current Times	3/3/09	11226.6	9009	10957.6	10826.6	60
						2.00

	hours	cycles	cyc dif	hrs dif	Ldn Ratio
#1 LH engine S/N 16249	10957.6	8730	-279	-269	0.7967
#2 RH engine S/N 16251	10826.6	8683	-326	-400	0.8020

	Midlife Due	TBO Remaining	With Extension	FY Due	Projected Date	With Extension	Years Remaining	With Extension
#1 LH engine S/N 16249	11788	830.4	1030.4	FY-10	04/22/10	07/31/10	1.14	1.41
Airframe Time	12057							
#2 RH engine S/N 16251	11204.2	377.6	527.6	FY-09	09/08/09	11/22/09	0.52	0.72
Airframe Time	11604.2							

#1 LH engine S/N 16249	OFF		ON		Dif
	AC Hrs	3944.6	Hrs	4105.7	-161.1
	AC Ldn	3913	Ldn	4105	-192
	AC Hrs	7949.1	AC Hrs	8057	-107.9
	AC Ldn	7161	AC Ldn	7248	-87
			Eng Hrs	7788	
			Eng Cyc	6969	

#2 RH engine S/N 16251	OFF		ON		Dif
	AC Hrs	3159.9	Hrs	3265.5	-105.6
	AC Ldn	3043	Ldn	3182	-139
	AC Hrs	7309.8	AC Hrs	7604.2	-294.4
	AC Ldn	6724	AC Ldn	6911	-187
			Eng Hrs	7204.2	
			Eng Cyc	6585	

	Hrs	Ldn	Ratio
1996	509	592	1.16
1997	574	598	1.04
1998	621	527	0.85
1999	421	548	1.30
2000	560	431	0.77
2001	641	422	0.66
2002	599.5	484	0.81
2003	509.2	373	0.73
2004	584.2	312	0.53
2005	522.9	309	0.59

NOTE: TAY engines are normally operated with a TBO interval of 8000 hours and a midlife inspection interval of 4000 hours. Additionally, TAY Engines are subject to a 10 year calendar inspection if a midlife inspection or overhaul is not performed within the 10 year interval.